

Assembly Joint Resolution

No. 5

Introduced by Assembly Member Oropeza

January 31, 2005

Assembly Joint Resolution No. 5— Relative to corporate average fuel economy standards.

LEGISLATIVE COUNSEL’S DIGEST

AJR 5, as introduced, Oropeza. Corporate average fuel economy standards.

This measure would memorialize the Congress and the President of the United States to take necessary action to increase corporate average fuel economy standards by at least 1.5 miles per gallon per annum until total average fuel economy for the new light-duty motor vehicle fleet sold in California is double today’s average.

Fiscal committee: no.

- 1 WHEREAS, California has more than 26 million registered
- 2 motor vehicles; and
- 3 WHEREAS, California represents at least 12 percent of the
- 4 light-duty vehicle market in the United States; and
- 5 WHEREAS, Californians consume more than 18 billion
- 6 gallons of motor fuel annually; and
- 7 WHEREAS, A study adopted by the State Energy Resources
- 8 Conservation and Development Commission (California Energy
- 9 Commission) and the State Air Resources Board (California Air
- 10 Resources Board) projects that demand for onroad gasoline fuel
- 11 will increase by about 1.6 percent annually between now and
- 12 2020; that onroad diesel demand will increase by about 2.4
- 13 percent annually between now and 2020; and that the number of

1 miles that Californians drive is growing at a rate greater than the
2 population growth; and

3 WHEREAS, California's refineries are operating at near
4 capacity, and California is importing more gasoline and diesel
5 fuel annually to meet this growing demand; and

6 WHEREAS, The combination of greater dependence on
7 imported fuels and vulnerability to refinery outages exposes
8 California's economy to more frequent and higher fuel price
9 spikes; and

10 WHEREAS, Fuel price spike vulnerability creates a business
11 climate with diminished certainty about anticipated expenses;
12 and

13 WHEREAS, Petroleum extraction, refining, and use are
14 significant sources of pollution and environmental degradation in
15 California and around the world; and

16 WHEREAS, Motor vehicle fuel economy dramatically affects
17 fuel demand; and

18 WHEREAS, A study adopted by the California Energy
19 Commission and the California Air Resources Board determined
20 that doubling the fuel economy of the nation's light-duty motor
21 vehicle fleet is technically achievable and will result in important
22 reductions in consumer demand for fuel; and

23 WHEREAS, Only the federal government has the authority to
24 require motor vehicle fuel economy improvements through the
25 corporate average fuel economy (CAFE) standard; and

26 WHEREAS, In recent years, the nationwide motor vehicle
27 fleet fuel economy has declined as motor vehicles have become
28 larger, heavier, and less aerodynamic; and

29 WHEREAS, The United States Congress, through its
30 legislative powers, and the President of the United States,
31 through the president's administrative powers, are in position to
32 require a significant increase in the CAFE standard; and

33 WHEREAS, The National Highway Traffic Safety
34 Administration's current rulemaking raising CAFE standards for
35 light-duty trucks and sport utility vehicles by just 1.5 miles per
36 gallon above the 1996 levels, over three years, bringing total
37 requirements far below requirements for passenger cars, is
38 insufficient to address the critical need to improve fuel economy
39 and reduce fuel demand; now, therefore, be it

1 *Resolved by the Assembly and Senate of the State of*
2 *California, jointly,* That the Legislature of the State of California
3 memorializes the Congress and the President of the United States
4 to take necessary action to increase CAFE standards by at least
5 1.5 miles per gallon per annum until total average fuel economy
6 for the new light-duty motor vehicle fleet sold in California is
7 double today's average; and be it further

8 *Resolved,* That the Chief Clerk of the Assembly transmit
9 copies of this resolution to the President of the United States, to
10 all Members of the Congress of the United States, and to the
11 Administrator of the National Highway Traffic Safety
12 Administration.